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Approved For Release 2003/11/06 : CIA-RDP85-00988R000600100019-6

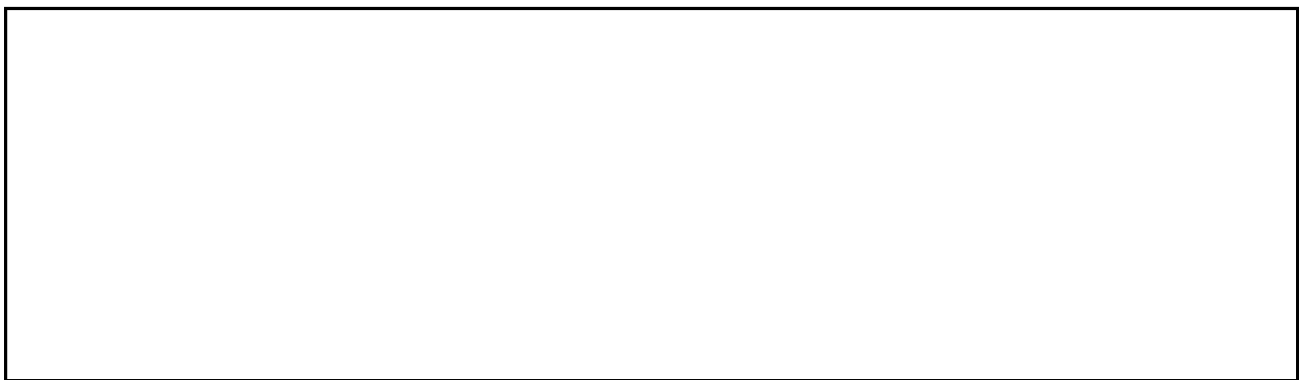
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1. This Agency has reviewed the OMB circular on parking and provides comments in the general sense of overall policy and a few peculiar issues faced by CIA. The CIA fully supports the President's program aimed at the conservation of energy resources. We have for many years operated a vigorous carpooling program providing prime parking to carpools.

2. The intent of parking fees is to reduce travel and thereby conserve energy and is not established as a revenue matter. Use of carpools and public transportation are the major means of travel conducive to energy savings. This means of travel is reasonable for personnel assigned to Agency facilities located in the downtown area but results in serious drawbacks for personnel working in lightly populated suburban areas. As such, while the Agency supports parking fees as a realistic means of achieving the goals for densely populated areas, such fees become a punitive measure in lightly populated suburban areas, particularly since there are no commercial equivalents in the area. In these areas, prior U.S. Government/local community planning has created extensive parking areas. Charging for such space will drive employees into the neighborhood areas, which have adequate off-street parking, resulting in harassment and little or no conservation of energy. For most of our employees, there is no adequate public

transportation available to and from their homes. Carpools are difficult to arrange to meet varying work schedules and frequent requirements to work extended hours. In effect, most of our suburban employees do not have an option. Use of a private vehicle is essential.

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4. One major issue of concern presented in the circular relates to the administration of the parking fee program. Costs and the administrative burden associated with the program will be extensive and in this age of tight budgetary restrictions cannot be absorbed without serious impact. For this Agency, security [redacted] must be added to normal burdens of fee collection, issuance of permits, and space assignment. Because of matters of security [redacted] this Agency must administer the program internally or employ a fully cleared contractor force. The latter, a poor substitute, is a continuing problem as contractor personnel turn over, and security clearance and associated costs continue. It is clear that this Agency will be required to dedicate full-time personnel to the management of the program.

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5. While this Agency supports parking fees as a reasonable program to reach these established goals, it will only be effective and fair when applied to areas properly served by public transportation. Even at that, this Agency's peculiar

STAT  security problems present other areas of concern.

6. We wish to thank you for the opportunity to comment on the proposed circular and would be pleased to discuss the matter in detail at your convenience.

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Next 2 Page(s) In Document Exempt

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WASHINGTON RATES ESTIMATED

CPYRGHT

# GSA Survey to Set U.S. Parking Charges

CPYRGH

By TOM PHILPOTT  
Times Staff Writer

WASHINGTON — The General Services Administration will send appraisers to military installations throughout the country in the next few months to determine parking fees for military and other federal employees who drive to work.

Parking will remain free, offi-

cials said, at installations where the appraisers judge the space rental value at less than \$10 per month.

## Troops Fume Over Parking Fees — Page 27

"The pricing policy primarily will affect federal facilities in downtown locations and in densely populated suburban locations,"

said Office of Management and Budget Director James T. McIntyre in a letter to executive departments. However, he said,

that "more stringent car-pooling requirements will affect all locations."

President Carter announced the

phasing out of subsidized federal parking in a televised address on energy conservation April 4. The main impact would be felt in Washington, D.C., where the executive branch provides more than 27,000 spaces to federal employees within a three-mile radius of the Washington Monument.

Overseas installations would not

(See MILITARY, Page 27)

## Military Housing Will Escape Charges

CPYRGH

4/23/79

(Continued From Page 1)

be affected by the parking plan except in Puerto Rico, the Canal Zone and U.S. territories and possessions, officials said.

OMB officials estimate that the government subsidizes \$17 million worth of parking spaces in Washington and up to \$40 million throughout the U.S. each year. They estimate about 130,000 spaces, beside those on military installations, will be subject to charges under the new plan.

The plan calls for phasing in full rates over a two-year period beginning in October. Based on the latest surveys, GSA officials said they expect Pentagon parking rates to be \$19 per month. Only half that amount, however, would be charged in October. OMB officials said the rates will be adjusted annually.

Other estimated monthly parking rates in Washington include \$68 at the New Executive Office Building, \$60 per month at GSA, \$59 at the Forrestal Building, and \$44 at the Transportation Building that soon will house all Coast Guard Headquarters employees. No estimates were available for military bases.

"In an increasingly energy-conscious era," McIntyre said, "it does not seem prudent for the nation's largest employer to subsidize employee parking."

Federal agencies, including the Defense Department, still can propose changes in the parking plan. But, they said, few changes are expected.

DoD officials said they are certain how GSA will estimate the

value of parking at military facilities. OMB, however, said parking spaces at military housing units will remain free.

A certain amount of visitor parking also will remain free at most federal facilities, OMB said.

Fees for parking will be set without consideration for the effectiveness of surrounding public transportation systems, OMB said. This will encourage transit authorities to provide better service to federal facilities, officials said.

## Corrections

PEOPLE WHOSE 1979 earnings and other qualifications will make them eligible for the "earned income credit" will be entitled to a maximum of \$500. By a typographical error, the figure appeared as \$300 in a page one article in the April 16 issue on the advance payments expected to begin in July.

Previously, taxpayers entitled to the credit — either as an offset to their tax liability or as a direct payment — had to wait to receive it as a rebate after filing their income tax returns for the year. The maximum payment previously was \$400 and the income ceiling on those eligible for the credits was \$8000.

AN APRIL 16 Army Times story incorrectly stated that graduates of the Military Academy Prep School at Fort Monmouth, N.J., receive appointments to West Point. Soldiers who successfully complete the Prep School course receive appointments to West Point.

**'CUT IN BENEFITS'**

# Parking Fees Irk Most

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WASHINGTON — President Carter's decision to charge for parking in government lots hit many military and federal workers like a faceful of exhaust fumes. When the smoke cleared they indicated they were sick about it.

Twenty-five employees at the Naval Air Rework Facility in Norfolk, Va., for example, filed forms to stop their savings bond allotments and their contributions to the local Combined Federal Campaign.

The American Federation of Government Employees and several smaller federal worker unions issued statements denouncing the parking plan.

"We must strenuously object to the President's decision to once again hoist federal workers up a flagpole as 'symbols' of his commitment," said AFGE president Kenneth Y. Blaylock.

"We believe federal workers will suffer multiple problems of added commuter costs, higher

prices for fuel, the continued ravages of inflation while their justified pay raises are muffled at 5.5 percent," Blaylock said.

At the Pentagon, where the monthly parking rate is expected to go up to \$19 a month in the next two years, loss of free parking seemed to dominate conversation.

"Oh, yeah, everybody's talking about it," said Air Force SMSgt. George Craig. "It's viewed as another cut in benefits."

Craig and another member of his car pool, SMSgt. Wayne Gilson, said it won't change their driving habits.

"I can't stop driving," Gilson said. "I have two jobs. I think anyone here who moonlights would have the same problem."

"The thing that bothers me," said Col. David Glanzer, "is that most people are not here (at the Pentagon) by their own choice. We take free parking for granted. It's not thought of as part of our pay."

"I don't see any purpose to it,"

said an Army private who asked not to be identified. "To many low-ranking families, \$19 a month is a lot to pay," she said. "Everyone I've talked to thinks (the fee) is stupid."

Air Force Capt. John Vloet said the fee looks like more chipping away at military benefits. "It's another way of keeping the pay raise down," he said. But, he conceded the \$19 fee sounds reasonable. "I don't believe it would keep anyone from wanting a job at the Pentagon."

An Army sergeant said he will continue to drive to work despite the parking fee. "Taking a bus," he said, "I'd need a half hour more getting to work and another getting home. It's not worth it."

An Army officer said it was not fair to ask his opinion of the parking fee since he was on temporary duty from an assignment in San Antonio.

"But," he said, walking away, "I think its a good idea."

**TOM PHILPOTT**

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24 APR 1979

MEMORANDUM FOR: Executive Officer, DDA

FROM: James H. McDonald  
Director of Logistics

SUBJECT: Carpool Representative

REFERENCE: Letter dtd 16 Apr 79 to DCI fm Regional  
Administrator, GSA, same subj (DD/A-79-  
1333/1, OL 9-1570)

To date, the only involvement for the Office of Logistics with carpools has been the assignment of parking space after the carpool has been organized. The Office of Personnel has been the leader in organizing pools and stimulating employees' interest through notices and the carpool locator system. Rather than fracture a well-organized arrangement, I believe it more appropriate for the Office of Personnel to maintain leadership in the organization of carpools.


  
James H. McDonald

cc: D/Pers

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Next 1 Page(s) In Document Exempt

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OLC 79-1431  
23 April 1979

MEMORANDUM FOR: See Distribution

FROM :   
Chief, Legislation Division, OLC

SUBJECT : "Parking Bills"

1. Attached for your information and review are two bills which would require the charging of parking fees at any parking facility owned or controlled or operated by any Federal agency. In addition to this basic provision common to both bills the following are unique to each:

-- H.R. 3376 contains a ban on construction, alteration or acquisition of further parking facilities by Federal agencies (Section 2, p. 2);

-- S. 871 exempts from the parking fee charge "parking at military bases or other isolated facilities where no nearby commercial parking exists." (Section 13 (c), p. 2).

2. As you may know, the Agency has received a draft OMB Circular on Employee Parking which is OMB's attempt to implement the President's recently articulated determination to require Federal employees to pay for parking to encourage more energy efficient means of getting to and from work. The Agency has been asked to comment on the Circular. Accordingly, further action on the attached bills is precluded until such time as in-house policy decision is made regarding CIA's position on the draft OMB Circular. The Office of Legislative Counsel is responsible for coordinating Agency positions on draft Executive Orders, but we are not the focal point for Agency action on OMB Circulars.

3. The attached bills are thus forwarded merely FYI, requiring no further comment at this time. Should you, however, wish to register a comment please feel free to contact  of my staff. Note that along with S. 871 we have for your convenience attached a copy of Senator Pete V. Domenici's (R., N. Mex.) introductory statement as contained in the 4 April Congressional Record.

Attachments

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See Distribution on next page